





**MIAMI DADE TRANST – OFFICE OF CIVIL RIGHTS AND LABOR RELATIONS
FTA KEY STATION 2003 ASSESSMENT FINDINGS FROM EXIT CONFERENCE
SUMMARY AS OF DECEMBER 2005**



SYSTEMIC ISSUES DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
PUBLIC ADDRESS SYSTEM	A visual messaging system is not provided. MDT has adopted a low-tech method to provide a visual-messaging source to supplement the audible public address system provided at all four of the stations assessed. Because all of MDT's stations are staffed during operating hours, a large updateable display is provided at every station, as typified in Exhibit 3-1. These signs are used by the station guards upon being advised of a service change or upon hearing an audible public address message, to provide equivalent information to persons who have hearing impairments or who are deaf. Station guards are responsible for modifying their individual display to show the appropriate message, (e.g. Train frequency changed from 5 minutes to 30 minutes). Each of these large displays has over 30 possible choices of service messages. There are as many as five sign panels within one frame alone, and all panels have two separate messages (double sided).	10.3.1 (14) Where public address systems are provided to convey information to the public in terminals, stations, or other fixed facilities, a means of conveying the same or equivalent information to persons with hearing loss or who are deaf shall be provided.	"MDT staff reported that they are overseeing a project, which will eventually provide all Metrorail/Metromover stations with large electronic remotely programmable visual signs that will work in conjunction with the public address system to relay equivalent visual train-service messages." MDT will expedite the provision of visual communications to customers with hearing impairments.	Fiscal Year 2012
	The signage system, though static in design (not electronic), does advise all customers about train service adjustments/elevator shutdowns. Further, a smaller, changeable "Elevator Not in Service" framed display unit is provided at each station, as typified in Exhibit 3-2. The station guard has three			


SYSTEMIC ISSUES DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	choices for messages: 1) "Welcome aboard" (for use when all elevators are in operation), 2) "Elevator not in service, please ask guard for assistance" (for use when that station's elevator is not operating, and 3) "Elevator Not in Service at: ____" (for use at all stations to alert customers about elevator outages at other stations).			


BRICKELL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
ACCESSIBLE ROUTE	<p>The tree limbs overhanging the station entrance ramp have grown so that they hang down into the accessible route and reduce the overhead clearance to 60 inches at the lowest points, as shown in Exhibit 3-36.</p> <p>Response: The tree limbs overhanging</p>	The tree limbs overhanging the station entrance ramp have been trimmed to provide the required 80" inches minimum clear headroom, as shown in Exhibit 3-36.	Exhibit 3-36 - Overhead Tree Limbs Obstruct Entrance Ramp	6/15/04

BRICKELL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	the station entrance ramp will be trimmed.			
CURB RAMP	<p>The curb ramp at the Southbound Metrorail Shuttle bus stop pull-in lane, shown in Exhibit 3-37, has a slope of 14%.</p> <p>Response: A compliant ramp access will be constructed</p>	A compliant ramp access was constructed as shown in Exhibit 3-37.	<p>Exhibit 3-37 – Curb ramp at the Southbound Metrorail Shuttle Bus Stop pull-in lane.</p> 	12/30/05
ENTRANCE	<p>Both entrances to the south end of the station are identified by visual signage, as shown in Exhibit 3-38</p> <p>Previous finding: Neither of the entrances</p>	The accessible entrance is the entrance to access the Metromover and Metrorail systems. An entrance sign with raised letter/Braille has been installed at	Exhibit 3-38(a)- South Entrance Braille/Raised Letter Station Entrance Sign	6/15/2004

BRICKELL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	<p>to the station has a raised letter and Braille station entrance signs provided.</p> <p>These deficiencies remain.</p> <p>Response: Only one of two entrances to the south end of the station is accessible. An accessible signage will has been installed at the accessible entrance/ramp,</p>	<p>the accessible entrance/ramp, as shown in Exhibits 3-38(a) and 3-38(b).</p>	 <p>Exhibit 3-38(b) – South Entrance Braille/Raised Letter Station Entrance Sign</p> 	
	<p>The raised letter/Braille entrance sign at the north station entrance is blocked by a newspaper vending box, as shown in Exhibit 3-24.</p>	<p>The newspaper vending box was relocated, as shown in Exhibit 3-24.</p>	<p>Exhibit 3-24 – North Station Entrance - Raised Letter/Braille Entrance Sign</p>	<p>6/15/04</p>

BRICKELL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	Response: The newspaper vending box will be relocated.			
ELEVATORS	<p>Elevator (1) – North End Previous Finding: There are no vision panels at the street level of the north elevator. The deficiency remains, as shown in Exhibit 3-40.</p> <p>Response: Vision panels will be provided at the street level of the north elevator.</p>	Vision panels were installed at the street level of the north elevator as shown in Exhibit 3-40.	<p>Exhibit 3-40 – North Elevator – Street Level – Vision Panels</p> 	3/31/05
	Previous findings: The hall call buttons do not light and the hall lantern does not light on the north elevator.	The hall call buttons lights and the hall lanterns have been replaced, as shown in Exhibit 3-40(a)	Exhibit 3-40(a) – North Elevator – Hall Lanterns	11/4/04


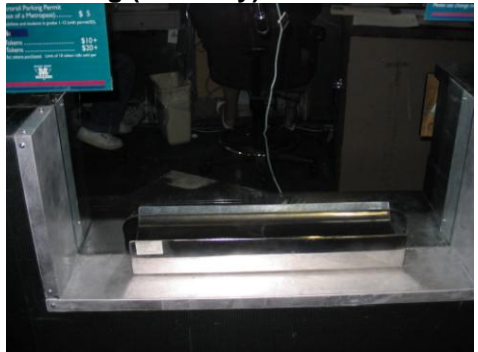
BRICKELL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	Response: The hall call buttons and the hall lanterns will be replaced.			
	<i>Previous findings: There is no Braille below the raised floor designations on the hoistway jambs of the north elevator.</i> The deficiency has been corrected.			
	Previous findings: The floor buttons on the north elevator's control panel do not light. The deficiency has been corrected.	The floor buttons on the control panel are functional.		
	<i>Previous findings: There are not audible signals on the north elevator car position indicator and characters are ¼ inch high.</i> The deficiency has been corrected.	All the audible signals are functional.		

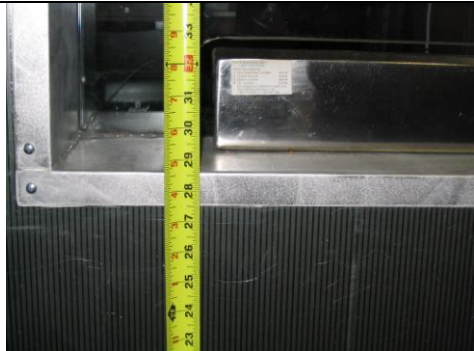

BRICKELL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	<p>The hoistway floor designation signs on the elevator at the south end of the station (#2), shown in Exhibit 25, are mounted at 56 inches above the platform surface.</p> <p>Response: The hoistway floor designation signs will be mounted at 60" inches.</p>	<p>The hoistway floor designation signs on the elevator at the south end of the station (#2) were mounted at 60 inches from the platform surface to the centerline of the characters, as shown in Exhibit 3-25.</p>	<p>Exhibit 3-25 – Elevator South End of Station – Hoistway Floor Designation Sign</p> 	7/15/04
	<p>The doors of the elevator at the south end of the station (#2) close within one second of reaching the full open position.</p> <p>Response: The doors of the elevator at the south end of the station (#2) will be programmed to remain open for 3 seconds in response to a car call.</p>	<p>The doors of the elevator #2 at the south end of the station have been corrected to remain fully open for 3 seconds in response to a car call.</p>		7/15/04
AUTOMATIC FARE VENDING AND COLLECTION	<p><i>Previous findings: There are no tactile instructions on vendors, add-fare machines or gates.</i></p> <p>These deficiencies have been corrected.</p>			



GOVERNMENT CENTER DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED

GOVERNMENT CENTER DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
ACCESSIBLE ROUTES	<p>Previous findings: The accessible route from accessible entrance to the platform is not adequately signed. The accessible route from the platform to the People Mover inner loop platform and outer loop platform is not adequately signed. The accessible route from the platform to the street is not adequately signed.</p> <p>Accessible route trailblazing signage that provides adequate direction information has been installed throughout the station site.</p> <p>These deficiencies have been corrected.</p>			
ENTRANCES	<p>Previous finding: The two inaccessible entrances (one facing NW 1st Street and one facing NW 1st Avenue) do not have directions to the nearest accessible entrance. All entrances to the station at ground level are now accessible.</p> <p>Previous finding: There are no tactile station entrance signs at any of the four entrances at street level.</p> <p>The deficiency has been corrected.</p>			
ELEVATORS	<p>Previous finding: There is no Braille beneath the hoistway floor designations (all elevators). The elevator hoistway floor designation signs have been replaced with proper signs, as typified in Exhibit 3-30.</p> <p>Previous finding: The designations on the control buttons are only ¼ inch high and</p>			



GOVERNMENT CENTER DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	upper/lower case (all elevators). The deficiency has been corrected, as shown in Exhibit 3-31			
	Previous finding: The car position indicators are ¼ inch high and have no audible signal (all elevators). These deficiencies have been corrected, as shown in Exhibit 3-32.			
	Previous findings: Hall call buttons do not light on elevators 3, 5 and 6, the hall lanterns do not light on Elevators 5 and 6, and the floor buttons on elevator 5 do not light. All these deficiencies have been corrected.			
	The main entry floor control button on the street access elevator control panel (Car # 2) is not designated with a raised star, as shown in Exhibit 3-23. Response; The raised start will be installed adjacent to the main entry floor control button.	The raised star was installed adjacent to the main entry floor control button, as shown in Exhibit 3-23.	Exhibit 3-23 – Street Access Elevator Control Panel (Car # 2)	6/15/04



GOVERNMENT CENTER DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
TICKETING	<p>Previous finding: The ticketing counter, shown in Exhibit 3-34, is 42 inches high. An auxiliary counter is not provided.</p> <p>Response: An auxiliary counter will be provided at the Ticketing counter (Transit Service Center).</p>	An auxiliary counter with a maximum height of 36 inches in close proximity to the main counter was provided, as shown in Exhibits 3-34(a) and 3-34(b).	<p>Exhibit 3-34(a) Ticketing (Auxiliary) Counter</p>  <p>Exhibit 3-34(b) Ticketing (Auxiliary) Counter</p>	8/31/04


GOVERNMENT CENTER DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
	<p>Previous finding: There are no tactile or audio instructions for the vision impaired on the token/change vendors.</p> <p>The deficiency has been corrected.</p>			
PLATFORMS	<p>Previous finding: Some detectable edge tiles are missing along the platform.</p> <p>The deficiency has been corrected.</p>			
	<p>Previous finding: Overhead signs [mounted higher than 80 inches] have a character height of less than one inch.</p> <p>Although, the same information is provided in various areas of the station, including the platform, this condition remains.</p>	<p>Line Map (Destination) signs were installed at the eye level, as shown in Exhibits 3-35(a) and (b).</p>	<p>Exhibit 3-35(a) - Eye Level Destination Signs</p>  <p>Exhibit 3-35(b)- Eye Level Destination Signs</p>	7/31/04


GOVERNMENT CENTER DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
TELEPHONES	<p>Previous finding: There are no public text telephones on the mezzanine level where there are three public pay telephones. A text telephone has been installed at the fare mezzanine/food court level.</p> <p>The deficiency has been corrected.</p>		<p>Exhibit 3-36 – Public text telephone</p> 	



TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
ACCESSIBLE ROUTE	<p>Previous finding: the most direct route from the bus stop at 79th Street and 11th Avenue is along 11th Avenue which is not accessible (no sidewalk). The</p>	<p>An accessible route has been constructed to connect the station accessible entrance to the streets and bus stops located across the</p>	Exhibit 3-23(a) Accessible walkway	6/15/05

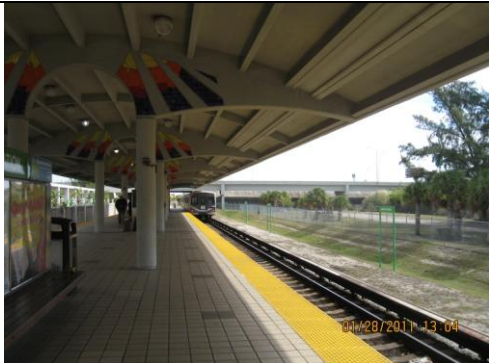

TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	<p>International Symbol of Accessibility trailblazer sign is needed to show the way to the accessible walkway adjacent to the Tri-Rail tracks.</p> <p>The deficiency has been corrected, as shown in Exhibits 3-23 (a) and (b).</p>	<p>station, as shown in Exhibits 3-23(a), (b), (c), and (d).</p>		
			<p>Exhibit 3-23(b) Accessible walkway</p>  <p>Exhibit 3-23(c) Accessible walkway</p>	


TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
			 <p data-bbox="1289 638 1734 667">Exhibit 3-23(d) Accessible walkway</p> 	
ELEVATORS	Previous finding: • The hall call buttons are not 42 inches from the floor.			

TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	<ul style="list-style-type: none"> • Hall call buttons do not light when a call is register on Elevator 1 at street level and on Elevator 2 at bridge level. • There is no audible signal on the hall lanterns on Elevator 1 at the bridge level. • Three of the six ceiling light are out on Elevator 2. <p>The deficiency has been corrected.</p>			
	<p>Previous finding: There is no hoistway signage on Elevator 2 at the bridge and platform levels.</p> <p>Hoistway floor designation signs have been installed. However, the characters of the hoistway floor designation signs at all landing or both elevators at this station are 2 ½ inches high, as typified in Exhibit 3-24.</p>	<p>The 2 ½ inches high characters of the hoistway floor designation signs at all landing of both elevators at the station were replaced with 2-inch high characters, as shown in Exhibit 3-24..</p>	<p>Exhibit 3-24 Elevator Hoistway Floor Designation Sign</p> 	<p>6/15/04</p>
	<p>Previous finding: The main entry floor control button on each elevator control panel is not designated with a raised star.</p> <p>These deficiencies remain, as shown</p>	<p>The raised star was installed adjacent to the main entry floor control button, as shown in Exhibit 3-25(a).</p>	<p>Exhibit 3-25(a) Elevator Entry Floor Raised Star Sign</p>	<p>6/15/04</p>

TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	in Exhibit 3-25.			
	<p>Previous finding: The car position indicators in Elevator 2 do not light.</p> <p>The deficiency has been corrected.</p>			6/15/04
AUTOMATIC FARE VENDING AND COLLECTION	<p>Previous finding: There are no tactile instructions or audio on token vendors/change machines.</p> <p>The deficiency has been corrected.</p>			6/15/04
	Vision panels are not provided at the bridge and platform levels of the street access elevator and at both landing of the southbound platform access elevator.	Vision panels were installed at the bridge level and platform levels of the street access elevator, as shown in Exhibits 3-25(b) and 3-25(c). Vision panels were also	Exhibit 3-25(b) – Elevator Street Level Vision Panels	11/8/04



TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
		added to both of the landings at the Southbridge platform access elevator.	 <p>Exhibit 3-25(c)– Elevator 1 Bridge Level Vision Panels</p> 	
PLATFORMS	Previous finding: Approximately 100 feet of detectable edging is missing on both platforms in addition to other miscellaneous tiles missing.	New detectable warning surfaces (DWS) were installed throughout the system, as shown in Exhibit 3-25(1).	Exhibit 3-25(1)– New detectable warning surfaces	6/15/04



TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	The deficiency has been corrected.			
	<p>Previous finding: The tactile station name signs on the platforms are mounted 42 inches above the floor instead of the required 60 inches.</p> <p>There are three raised letters and Braille station name signs provided on each platform, as typified in Exhibit 3-26. All six tactile signs are mounted at 40 to 42 inches to the center of the sign above the platform surfaces.</p>	<p>Two raised letters and Braille station name signs have been relocated to a height of 60" from the floor to center of sign on each platform, as shown in Exhibit 3-26(a).</p> <p>The signs were installed adjacent to the elevator banks, as shown in Exhibit 3-26(b).</p>	<p>Exhibit 3-26(a) Platform Tactile Sign</p>  <p>Exhibit 3-26(b) Platform Tactile Sign</p>	



TRI-RAIL DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
	<p>Previous finding: There are only two station identification signs on each platform.</p> <p>The deficiency has been corrected.</p>			



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
PARKING AND PASSENGER DROP-OFF	1. A total of 1,286 parking spaces are provided in the four-level parking garage and one surface parking lot at the station.	A total of 1,284 parking spaces are provided in the four-level parking garage and one surface parking lot		6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	There are 49 accessible parking spaces dispersed in the surface lot and the four levels of the parking garage. The number of accessible spaces provided is more than double the ADAAG requirements of 23 spaces (with a minimum of three designated as van accessible spaces). Restriping and resurfacing efforts were underway in several areas observed during the assessment.	at the station. The 49 accessible spaces dispersed in the surface lot and the four levels of the parking garage have been reduced to 32 accessible spaces. The accessible spaces are dispersed as follows: <ul style="list-style-type: none"> • 4 Van accessible" spaces in the surface lot, • 9 accessible spaces level 1B, • 18 accessible spaces at level 3A, and • 1 accessible space at level 3B. 		
	Previous Findings: Numerous parking space dimensions, access aisle dimensions, signage, and designated van accessible space deficiencies were reported during the prior assessment.			
	The Parking garage and surface lot have undergone, or are undergoing modification. Although not fully completed, many of the prior deficiencies remain or have been repeated in the modification effort.	28 accessible parking spaces are provided in the garage levels 1B, 3A and 3B areas as follows: <ul style="list-style-type: none"> • 9 at the level 1B, • 18 at the level 3A, and • 1at the level 3B. The required 4 van accessible spaces are provided in the surface parking lot and have been reserved with compliant signage.		6/15/04
	2. The seven newly painted accessible parking spaces provided in the surface parking lot, shown in Exhibit 3-5, are 8.5 feet to 9 feet in width and six of the adjacent access aisles are 72 inches	The seven (7) newly "van accessible" spaces provided at the surface parking facility have been reduced to four (4) spaces. Each of them was restriped exceeding	Exhibit 3-5(a) - Surface Parking Facility Van Accessible Spaces	6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	wide. The remaining access aisle is 42 inches wide.	Florida Accessibility and Dade County Codes, as shown in Exhibit 3-5 (a). Each accessible space is 17 feet 8 inches in width with an access aisle of 12 feet.		
	3. Signs are not provided that reserve the accessible parking spaces in the surface parking lot.	The four "van accessible" parking spaces provided at the surface parking lot area are reserved with signage in accordance with Florida Accessibility and Dade County Codes, as shown in Exhibit 3-5(b): "(The International Symbol of Accessible) Parking by Disabled Permit Only - Fine Up To \$250.00 - Van Accessible".	Exhibit 3-5(b) - Surface Parking Facility Van Accessible Spaces - Signage 	6/15/04
	4. At the garage level 1A, there are eleven newly striped parallel parking spaces, shown in Exhibit 3-6. None of these spaces are reserved with signs	The eleven (11) newly striped parallel parking spaces provided at level 1A have been relocated to level 3A. No accessible parking	Exhibit 3-6 – Garage Level 1A Accessible parking spaces were removed	6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	showing the accessibility symbol.	space is being provided at the garage level 1A.		
	5. At the garage level 1B, there are 11 newly striped parking spaces that are not reserved with signage, as shown in Exhibit 3-7.	The eleven 11 newly striped accessible parking spaces at the garage level 1B have been and reduced to nine (9) spaces. Each accessible parking space is reserved with compliant signage, as shown in Exhibit 3-7: (The International Symbol of Accessible) Parking by Disabled Permit Only - Fine Up To \$250.00)	Exhibit 3-7 – Garage Level 1B Nine (9) accessible parking spaces reserved w/ compliant signage 	6/15/04
	6. The 11 accessible parking spaces in the 1B parking level are 10 feet wide and have 48-inch wide access aisles.	The 11 accessible parking spaces in the garage 1B level have been restriped exceeding Florida Accessibility and Dade County Codes and have been reduced to		6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
		nine (9) spaces. Each accessible space is 15 feet 5 inches wide and has a 6 feet wide access aisle. Two accessible spaces are served by one access aisle.		
	7. The 8 parking spaces provided on level 2 of the parking garage and the 8 spaces on level 3 of the parking garage are not yet striped, as typified in Exhibit 3-8.	The eight (8) accessible parking spaces on the garage level 2 areas (A and B) have been eliminated, as shown in Exhibits 3-8(a) and 3-8(b). .	<p>Exhibit 3-8(a) – Garage Level 2A</p>  <p>Exhibit 3-8(b) – Garage Level 2B</p> 	6/15/04
		The eighteen (18) accessible parking spaces provided on level 3A area were striped in compliance with Florida Accessibility Code with a width of 12 feet 10 inches, as shown in Exhibit 3-8(c). Every two spaces	Exhibit 3-8(c) Garage Level 3A Parking Area	6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
		are served by an access aisle of 5 feet wide. The accessible parking space provided on level 3B, one (1) space, was also restriped with a width of 12 feet wide and it is served by a 6 feet width access aisle.		
		The accessible parking spaces at level 3 areas are reserved with compliant signage, as shown in Exhibit 3-8(d): "(The International Symbol of Accessible) Parking by Disabled Permit Only - Fine Up To \$250.00".	Exhibit 3-8(d) Garage Level 3 areas - Signage 	6/15/04
	8. The 4 accessible parking spaces provided on level 4 areas of the parking garage do not have access aisles provided, as typically shown in Exhibit 3-9(a) and (b).	Level 4 of the garage is closed to the public. The four accessible parking spaces reserved at this level have been eliminated, as shown in Exhibit 3-9(a) and 3-9(b).	Exhibit 3-9(a) Garage Level 4A Area	6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
			 <p data-bbox="1289 621 1749 651">Exhibit 3-9(b) Garage Level 4B Area</p> 	
	9. There are three designated passenger drop-off areas at this station: a kiss and ride/drop-off parking area at the north	One passenger loading zone complying with ADAAG 4.6.6 is provided at the north side of the	Exhibit 3-10(a) Passenger Loading Zone	6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	side of the station entrance, shown in Exhibit 3-10; a designated drop-off lane adjacent to the accessible parking area; and another designated drop-off at the entrance roadway. ADAAG 4.1.5(c) states that if passenger-loading zones are provided, then at least one passenger-loading zone shall comply with ADAAG 4.6.6.	station (kiss and ride/drop-off area), as shown in Exhibit 3-10(a). The passenger-loading zone is 17 feet 4 inches in width and 21 feet in length.	 A photograph showing a designated passenger-loading zone at a station. The zone is marked with blue paint on the asphalt, forming a rectangular area. A yellow curb runs along the right side of the zone. In the background, there are trees and a clear sky.	
	Previous Finding: There is no curb ramp at the drop-off area. The condition remains at the kiss and ride/drop-off area, but curb ramps are provided at the other two drop-off areas.	As shown in Exhibit 3-10(b), a curb ramp is provided at the kiss and ride/drop-off area to access the elevator up to the fare mezzanine and up to the platform.	Exhibit 3-10(b) Passenger Loading zone Ramp  A photograph showing a curb ramp at a station. The ramp is marked with blue paint on the asphalt, leading up to a building. A person is visible walking on the ramp. The building has a modern design with large windows and a covered entrance.	
	Previous Finding: There is not international symbol of accessibility at the drop-off area.	The passenger loading zone has been identified by the International Symbol of Accessibility, as shown	Exhibit 3-10(c) Passenger Loading zone - Signage	



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	The deficiency remains.	in Exhibit 3-10(c).		
	10. An access aisle adjacent and parallel to the vehicle pull-up space is not provided at the drop-off areas.	The passenger-loading zone provides an access aisle of 17 feet 4 inches wide and 21 feet long adjacent and parallel to the vehicle pull-up space. It also provides an access route of 12 feet wide.		6/15/04
ACCESSIBLE ROUTE	<p>11. Accessible Route: Previous finding: Accessible routes from the accessible parking spaces in the garage are not adequately signed. There are no signs to tell patrons that the mezzanine and fare vending is on Level 3 of the garage.</p> <p>Trailingblazing signs designating the accessible route have been installed throughout the station site, as typified in Exhibits 3-12(a) and (b).</p>		<p>Exhibit 3-12(a) Directional Signage</p>  <p>Exhibit 3-12(b) Directional Signage</p>	



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
	<p>On the accessible path from the garage level 1A accessible parking area is a 10.5 feet long walkway that is sloped an average of 7%. The area is shown in Exhibit 3-13.</p>	<p>The accessible parking spaces at level 1A have been relocated to level 3, as shown in Exhibits 3-13(a) and (b). The 10.5 feet walkway with a slope of 7% is no longer an element of an accessible path.</p>	<p>Exhibit 3-13(a) Level 3 – Accessible Route to Accessible Parking Spaces</p>  <p>Exhibit 3-13(b) Level 3 – Accessible Parking Spaces</p>	<p>6/15/04</p>



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
CURB RAMPS	12. Curb Ramp: The curb ramp at the entrance to the station, shown in Exhibit 3-14, has a slope of 18%.	The curb-ramp with a slope of 18%, shown in Exhibit 3-14, is an element of an inaccessible route. It connects the standard parking spaces provided at the surface parking lot (east of the station), the walk-on and the elevator # 2 to access the fare mezzanine and up to the platform.	Exhibit 3-14 Curb Ramp w/ slope of 18% It is not an element of the accessible route 	6/15/04
ENTRANCE	13. Entrances: Previous findings: The station is identified by a visual sign. There are three entrances: (1) from drop-off, a surface	There are three accessible entrances to the station: (1) From "van accessible" spaces and passenger loading zone,	Exhibit 3-15(a) Station Entrance 1 – Van Accessible Parking Area	6/15/04



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	<p>parking and walk-on, (2) from the bus bays, and (3) from the parking garage Level 3. Entrance number 1 has a tactile station name sign over the elevator hall call buttons which has upper /lower case raised letters.</p> <p>The deficiency has been corrected, as shown in Exhibits 3-15(a) and (b). However, the raised letter and Braille entrance sign is mounted at 48 inches above the walkway surface.</p>	<p>as shown in Exhibits 3-15(a) and 3-15(b),</p> <p>(2) From the bus bays, as shown in Exhibits 3-15(c) and 3-15(d), and</p> <p>(3) From the parking garage Level 3, as shown in Exhibits 3-15(e) and 3-15(f).</p> <p>Braille/raised letters entrance signs were installed at the three entrances. Entrance 1 from the “van accessible” parking spaces area and from the drop-off area; Entrance 2 from the bus bays; and, Entrance 3 from the parking garage, Level 3 areas.</p>	 <p>Exhibit 3-15(b) Station Entrance 1 – Passenger Loading Zone</p> 	
	<p>Previous finding: Entrances 2 and 3 do not have tactile station name signs. These deficiencies remain.</p>	<p>Braille/raised letters entrance signs were installed at the three entrances. Entrance 1 from the “van accessible” parking spaces</p>	<p>Exhibit 3-15(c) Station Entrance 2 Bus Bays South Entrance</p>	<p>6/15/04</p>



OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
		area and from the drop-off area; Entrance 2 from the bus bays; and, Entrance 3 from the parking garage, Level 3 areas.	 <p>Exhibit 3-15(d) Station Entrance 2 Bus Bays North Entrance</p> 	
	Previous finding: Entrances 2 and 3 do not have tactile station name signs. These deficiencies remain.	Braille/raised letters entrance signs were installed at the three entrances 2 and 3, as shown in Exhibits 3-15(e) and 3-15(f).	Exhibit 3-15(e) Station Entrance 3 – Parking Garage Level 3 Areas	6/15/04

OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
		Entrance 1 from the “van accessible” parking spaces area and from the drop-off area; Entrance 2 from the bus bays; and, Entrance 3 from the parking garage, Level 3 areas.	 <p>Exhibit 3-15(f) Station Entrance 3 – Parking Garage Level 3 Areas</p> 	
ELEVATOR	Previous findings: • Hall call buttons on Elevators 1 and 2 are 37 inches and 39 inches above the floor.		Exhibit 3-15(1) Elevator 1	


OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	<ul style="list-style-type: none"> • The hall call buttons do not light on all levels of Elevators 1 and 2. • There is no hoistway signage on one jamb and no Braille on the other jamb at all levels of Elevators 1 and 2. • The control buttons on Elevators 1 and 2 have ¼ inch raised characters. • The car position indicators in Elevators 1 and 2 are ¼ inch high. • The emergency communication device is not identified on elevators 3 and 4 and requires voice communication. . <p>These deficiencies have been corrected, as shown in Exhibits 3-15(1), (2), (3), (4), (6), and (7).</p>		 <p>Exhibit 3-15(2) Elevator 2</p>  <p>Exhibit 3-15(3) Hall Call Buttons</p>	

OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
			 <p>Exhibit 3-15(4) Hall Lanterns</p>  <p>Exhibit 3-15(5) Elevator Hoistway Signage including Braille</p>	

OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
			 <p data-bbox="1287 630 1738 690">Exhibit 3-15(6) Elevator Car Control Buttons</p>  <p data-bbox="1287 1263 1696 1323">Exhibit 3-15(7) Elevator two-way communication device</p>	

OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
				
	<p>15. The control panels of the elevator from street level to the fare mezzanine level (#2), shown in Exhibit 3-16, do not include raised star adjacent to the main entry floor control button.</p>	<p>The raised star was installed in both control panels (North and South) of the elevator # 2 adjacent to the main entry floor control button, as shown in Exhibits 3-16.</p>	<p>Exhibit 3-16 Elevator # 2 North Control Panel</p> 	<p>7/31/04</p>
	<p>16. The doors of the elevator from street level to the fare mezzanine (#2) close within one second of reaching the full open position.</p>	<p>The doors of the elevator #2 from street level to the fare mezzanine close within 3 seconds.</p>		<p>6/15/04</p>

OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
AUTOMATIC FARE VENDING AND COLLECTION	<p>Previous finding: the parking fare machine coin slots are all in excess of 54 inches above finish floor. They range from 56 to 59 inches.</p> <p>The deficiency has been corrected</p>			
	<p>Previous findings: There are no tactile or audio instructions for the vision impaired on the token/change vendors.</p> <p>The deficiency has been corrected.</p>			
	<p>Previous finding: The gates do not have a smooth continuous surface from 2 to 27 inches.</p> <p>The deficiency has been corrected.</p>			
PLATFORMS	<p>17. Previous finding: Some detectable warning edge tiles are missing from both sides of the platform.</p> <p>The deficiency has been corrected.</p>			
	<p>Previous finding: Overhead signs (mounted higher than 80 inches) have a character height of less than one inch. The condition remains. However, the same information is provided in various areas of the station, including the</p>	<p>Line Map (Destination) signs were installed at the platform at the eye level, as shown in Exhibit 3-20.</p>	<p>Exhibit 3-30(a) - Platform Line map signs at eye level</p>	

OKEECHOBEE DECEMBER 2003 ASSESSMENT	FINDINGS	CORRECTIVE ACTION	EXHIBITS	DATE ITEM CURED
	platform, as shown in Exhibit 3-20.		 <p>Exhibit 3-30(b) - Platform Line map signs at eye level</p>	
Telephones	<p>Previous finding: There are two public telephones at interior locations on the mezzanine but there is no text telephone.</p> <p>The deficiency has been corrected, as shown in Exhibit 3-21.</p>			